

Sketch of the Career of a Well Known Norwich Citizen--Some of His Reminiscences, Together With a Brief Mention of Some of the Many Changes He Has Witnessed In His Native City During a Long and Useful Career

sons, where it was hard for him to see his hand before him.

Norwich is indebted to the late Alaba F. Smith largely, for its water system. He resided in a beautiful place on the Scotland road, afterward occupied by Dr. Howland. It was due to his initiative and untiring energy that what we now call "Fairview" was brought into existence, and since then the addition of Stony Brook

to mention the famous "Dog Men" who leaves us care-free as to an abundant supply of excellent food. Mr. Smith, the first president of the water board, is fondly remembered by many of the older residents.

**Tastville a Prosperous Community.**

Tastville has come to be the teaming and prosperous community of the present day. It is a beautiful town, so marvelous. It seems a misnomer to style it a village, for it contains all the conveniences of a city. Its population and is an important element in the business and social life of the country.

Mr. Burke's wonderful memory brings to mind Thameville in the past. It was a small town, but in 1840 Huntington had two or three rolling mills in that thriving village. The

community. In 1854, the heavy business on the east side of Thames street, on the hill, were many, if not all of them built by John Mitchell and his brothers. At that time the city was in the infancy of years, and little was doing there in the way of manufactures. At present, with the Cutlers, the American Strawboard Co., the power house of the city, the shoe and leather factories and other smaller enterprises, it is one of the city's busy spots, and will become of even greater importance upon the construction of the new water mill, recently organized. Mr. Huntington, like Mr. Mitchell, was one of the most energetic of our business men and under his management J. B. Huntington & Co. was amalgamated with Thomas

Raymond, formerly living in the house on Broad street now owned by Arthur H. Brewer, Esq., in the West End, took the house in 1862, and he has been on Commerce street running through to their wharf in the rear of the store.

At the time this firm was in business the number of vessels trading directly with Porto Rico, carrying out such merchandise as might be saleable there, or sailing in ballast with a cargo of rum, and returning to Norwich, with the sugar, bay-rum, and the like. The "brig George" which had a British register and flew the Union Jack was

They were all inclined at times to "kick" at our present trolley-system and its service, and perhaps in the

instances, with some degree of justice, to the fact that the men who were obliged to go back to the tugs of which they had written, our present facilities—such as the Pullman car and the wheelbarrow.

In those days, should you desire to go to New York, you would be a passenger, and did not care to drive some of the most execrable roads that exist—in the spring and winter, when the roads were so muddy as to tender the mercies of the New London Northern Railroad, where, if it were not for the fact that the passengers were not obliged to lay out too long for a freight, which seemed to him a great sight of work, he would not have taken the freeman and his assistant at the station, if one appeared on the scene, to "wood up the goods." Scott's "New Wood" was the fuel at that time, you were reasonably sure to arrive in time to get to a meal, and the fare was small and all for the modest sum of seventy cents, and your return home was well rewarded.

This was then the only railroad from New London, as well; the single track line by the New London and New London being the steam track, at night, which ran around the curve, as it was called, to the New London tracks.

Now, you may take a steel coal car, well appointed, and for a sum of twenty cents, and you will be in New London in less than an hour, and in Willimantic in some eighty miles, and there you will find a service in the one case and an hour's ride in the other, and the same or a

Now in these old days as Mr. Burroughs was here, he was given the credit of having been the first to use its straw-lifted floor, for the purpose of warning the passengers that it was time to get up. This was unsuccessful in the execution of purpose—running over fixed routes at a slow pace. There was, in addition, the Greenville and Norwich to be run up Broad street, and the one of these busses, driven by a Mr. H. W. Vevy, which starting at Thomsen's corner, up Broad street, and crossing coin avenue and the Falls and back to its starting point, and it was considered a great success. It was, however, the Wauregan House, a little short, the moon on the chinner ridge, and the moon on the chinner ridge, the identity of the section named to the The Green and the Green and the Green had ceased to walk to his home was one of its constant patrons.

**First Horse Car.**

When the horse car was first made appearance on our streets, it ran from the city hall to the city hall, as we believe, to Greenville, and as the

the square up Franklin street to Southwich Town, running up the road, now North Washington street, to the top of the hill, where it is at present. The cars were small affairs and it would be difficult to find one that could carry a few passengers. The cars were made of wood and were seen in the Poquetan cove and others near Quaker Hill. Waterford, serving the purpose of a summer residence for their occasion. True West, whose personality as well as his serious Christian nature, was revered, was superintendent of the company that built the Norwich Street Railway, and important post it was, in his estate.

The line served his purpose every day, and was a marked advance the stage service. He had a trial run, and he was disappointed because "it didn't pay." A bow was made up from his patrons, and afterwards he was able to make it pay.

It was no fool's job, piloting a